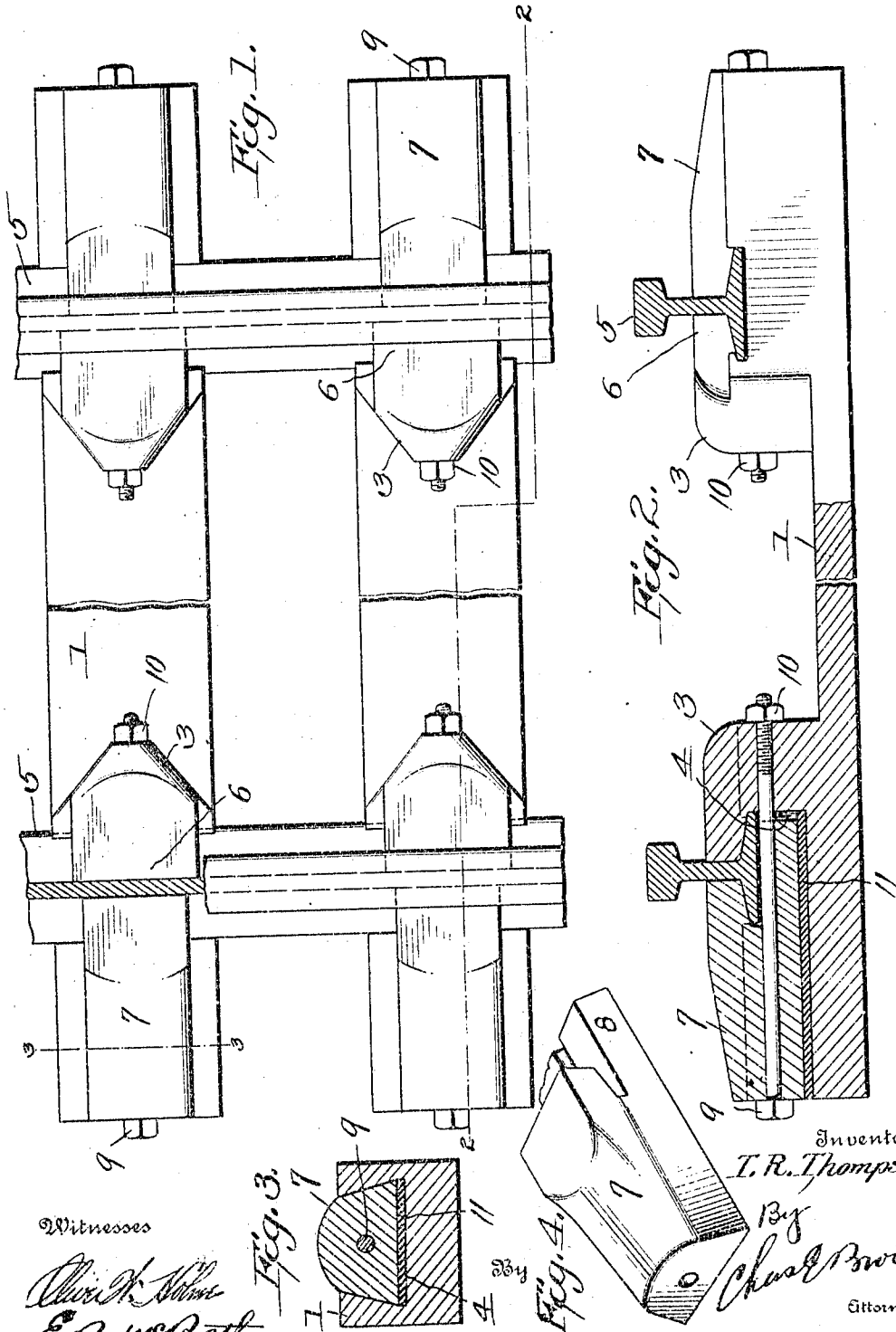


T. R. THOMPSON.
RAILROAD CLAMP.
APPLICATION FILED NOV. 11, 1911.

Patented Mar. 11, 1913.

1,055,370.



UNITED STATES PATENT OFFICE.

THOMAS REDOLPHUS THOMPSON, OF DUNCAN, SOUTH CAROLINA.

RAILROAD-CLAMP.

1,055,370.

Specification of Letters Patent.

Patented Mar. 11, 1913.

Application filed November 11, 1911. Serial No. 659,705.

To all whom it may concern:

Be it known that I, THOMAS R. THOMPSON, a citizen of the United States, residing at Duncan, in the county of Spartanburg and State of South Carolina, have invented a new and useful Improvement in Railroad-Clamps, of which the following is a specification.

This invention relates to a railway clamp, and the object of the invention is to securely hold the rails in position, and prevent their spreading. This latter object is accomplished by providing a clamp, which will also serve as a tie, or as a portion of a tie, the clamps upon opposite sides of the track being connected together.

The invention also consists of the novel features of construction hereinafter described, pointed out in the claim and shown in the accompanying drawings, in which,

Figure 1 is a plan view, a rail web being partly in section. Fig. 2 is a sectional side view. Fig. 3 is a section on the line 3-3 of Fig. 1. Fig. 4 is a detail perspective view of a removable portion of the device.

In constructing the device, I provide a suitable base plate 1, which is preferably formed of metal, and which has a length substantially equal to that of the ordinary tie. This base may either take the place of a tie, if constructed for that purpose, or it may be comparatively thick, and can be placed upon and secured to an ordinary wooden tie, the construction employed depending upon the party making use of the invention. The base plate 1 has formed upon its end portions a suitable chair 3, each of said chairs being provided with a longitudinal recess 4, which extends from the outer end inwardly beneath the rail 5, the inner portion of the chair being provided with an overhanging flange 6, which engages the inside face of the rail base, and web, as shown in Fig. 2. Slidably fitting into the recess 4 is a cooperating clamping member 7, the upper portion of which engages the outer face of the rail base and web

while the lower portion is extended inwardly as shown at 8 and fits beneath the said rail. The rail 5 is therefore supported transversely upon the chair and is securely held between the flange 6 of the integral portion 3 and the upper portion of the slidable clamping member 7, which is removable from the base 1. In order to lock the clamping member 7 to that portion of the chair, which is integral with the base 1, a rod 9 is passed longitudinally through the member 7, beneath the rail, and through the chair 3, said rod being locked in place by a suitable nut 10. In order to deaden vibrations and also to render the device practically noiseless a suitable packing material 11, of leather, paper or other suitable material, is placed in the recess 4, the clamping member 7 resting thereupon.

It will be noted that in a construction of this kind no spikes are necessary and it will be impossible for the rails to spread. Furthermore, it will be easy to remove a rail for the purpose of replacing with a new one, as it is only necessary to remove the bolts and slip back the clamping members 7, thus allowing a rail to be lifted out of position.

What I claim is:

A device of the kind described comprising a base plate, integral chairs formed upon the end portions of said plate, said chairs being adapted to engage the respective inner faces of parallel rails, the base being longitudinally slotted from its ends to a point beneath said rails, clamping members slidably fitting in the recesses formed by slotting said base plate, a suitable packing material arranged in the bottom of each recess, bolts passing through the clamping members, and through the integral portions of the chairs and beneath the rails and nuts working upon said bolts.

THOMAS REDOLPHUS ^{his} X THOMPSON.
mark

Witnesses:

T. W. MOORE,
T. C. SMITH